April 23, 1943

Copper Commando - vol. 1, no. 18

Victory Labor-Management Production Committees of Butte, Anaconda and Great Falls

Copper Commando

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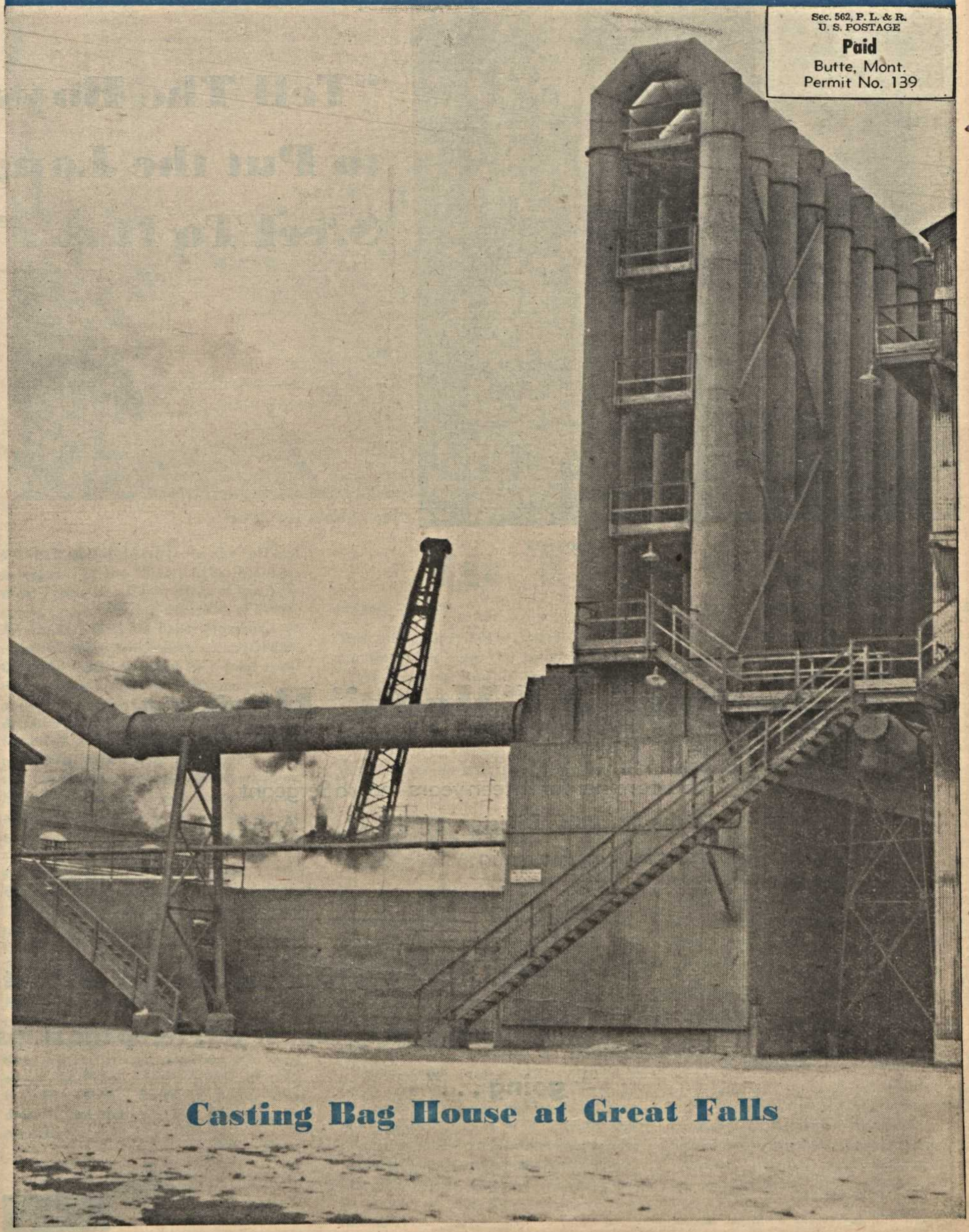


Casting Bag House at Great Falls

"Tell The Boys to Put the Long Steel To It . . ."

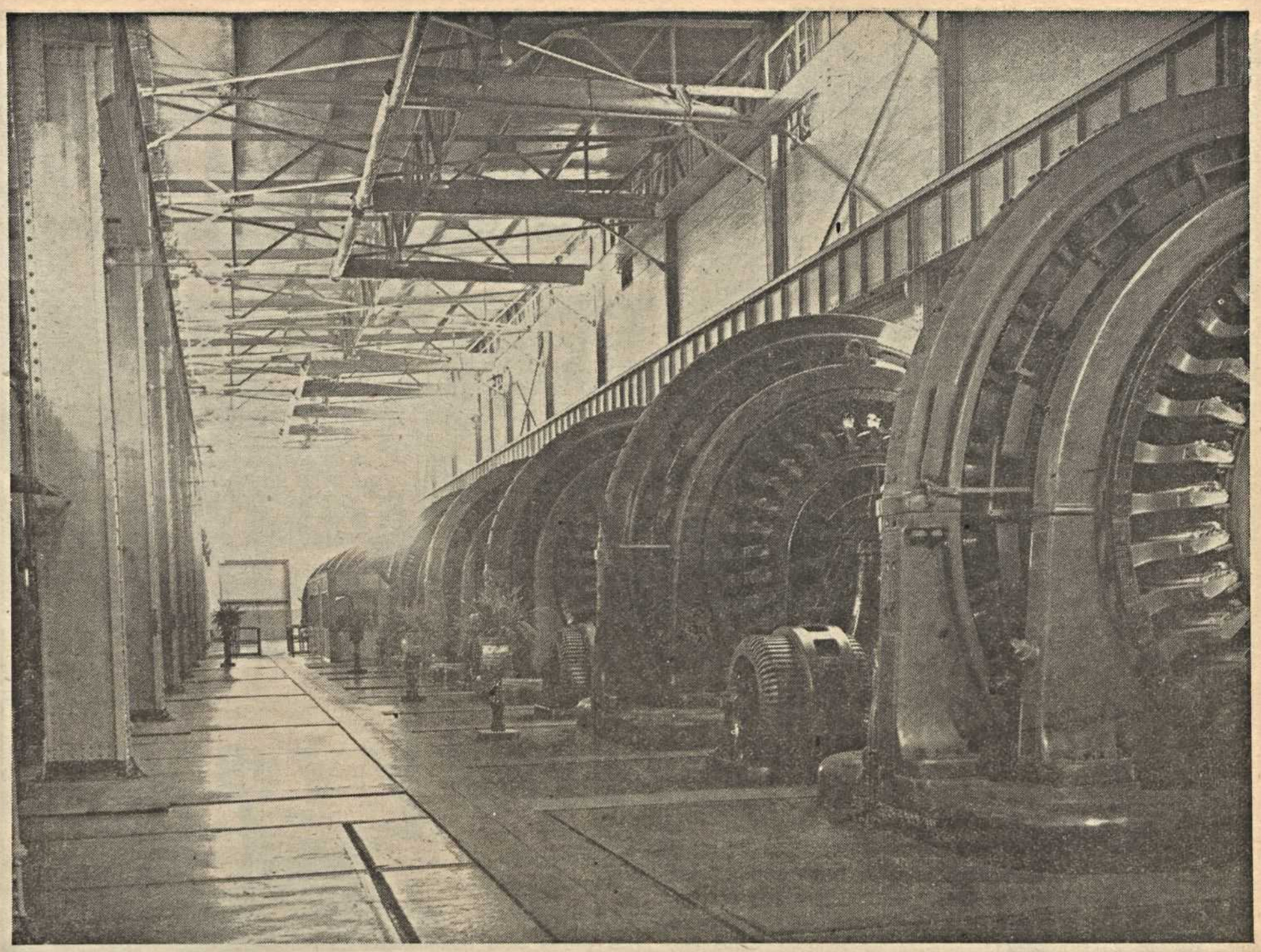
a message from

Richard J. "Moon" Rogers

A Butte miner for fifteen years--now a Sergeant in the Infantry Division of the U. S. Army stationed in Australia

"TELL the boys to put the long steel to it. We need a lot of copper yet. Keep the skips going . . ."

Copper Commando



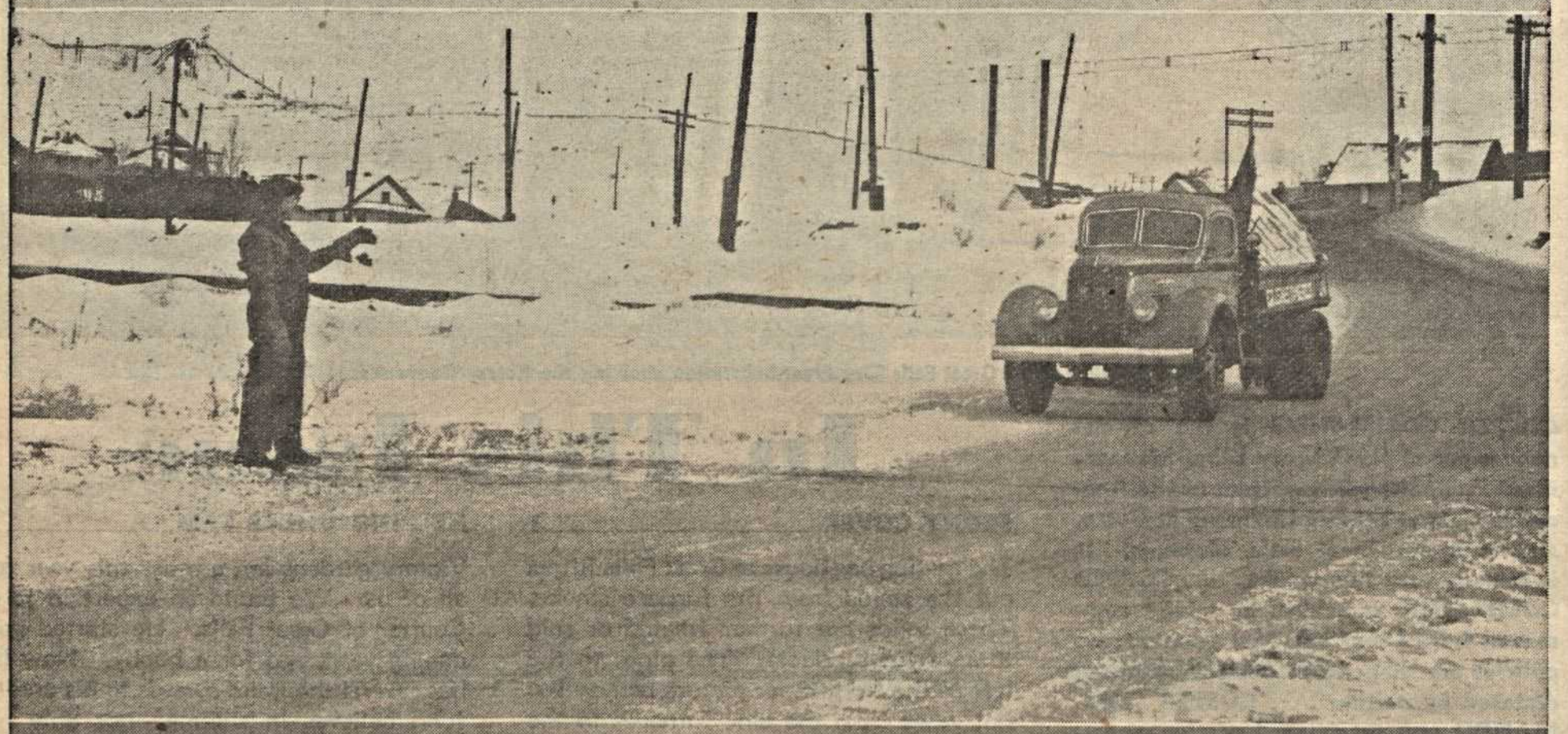
This is a view of the Great Falls Zinc Plant Substation showing the Rotary Converters

COPPER COMMANDO is the official newspaper of the Victory Labor-Management Production Committees of the Anaconda Copper Mining Company at Butte, Anaconda and Great Falls, Montana. It is issued every two weeks. . . . COPPER COMMANDO is headed by a joint committee from Labor and Management; its policies are shaped by both sides and are dictated by neither . . . COPPER COMMANDO was established at the recommendation of the War Department with the concurrence of the War Production Board. Its editor is Bob Newcomb; its associate editor is Marg Sammons; its safety editor is John L. Boardman; its chief photographer is Bob Nesmith; its staff photographer is Les Bishop . . . Its Editorial Board consists of: Denis McCarthy, CIO; John F. Bird, AFL; Ed Renouard, ACM, from Butte; Dan Byrne, CIO; Joe Marick, AFL; C. A. Lemmon, ACM, from Anaconda; Jack Clark, CIO; Herb Donaldson, AFL, and E. S. Bardwell, ACM, from Great Falls. . . . COPPER COMMANDO is mailed to the home of every employe of ACM in the three locations—if you are not receiving your copy advise COPPER COMMANDO at 112 Hamilton Street, Butte, or better still, drop in and tell us. This is Volume I, No. 18.

ALLIED PRINTING TRADES UNION LABEL COUNCIL BUTTE, MONT.

In This Issue


EXPLOSIVES DANGEROUS




EXPLOSIVES DANGEROUS

IT'S DYNAMITE!

"It's dynamite" is no smart saying to the boys working underground. The word "dynamite" spells "don't take a chance" to them. Every precaution is taken in the handling of the huge supplies of dynamite used at the mines each and every day, but on Tuesday morning (powder day) there's special handling in transferring these weekly supplies from the car shipment to the mines.

AS you probably can figure out from the story on blasting, it takes a lot of dynamite daily to blast the rock in the Butte mines. It also takes a lot of figuring to have the right amount on hand at all times. Too much powder stored at one place would mean a hazard. Too little powder would slow up production. In these days of urgent need of the vital copper for war materials, nothing must slow up production if there is a possible chance of preventing it. So it is up to the boss on each beat to see that his stock of dynamite is ordered in proportion to what is used and needed. This same figuring goes for the primers, too. They must be on hand and in the right number at the right time.

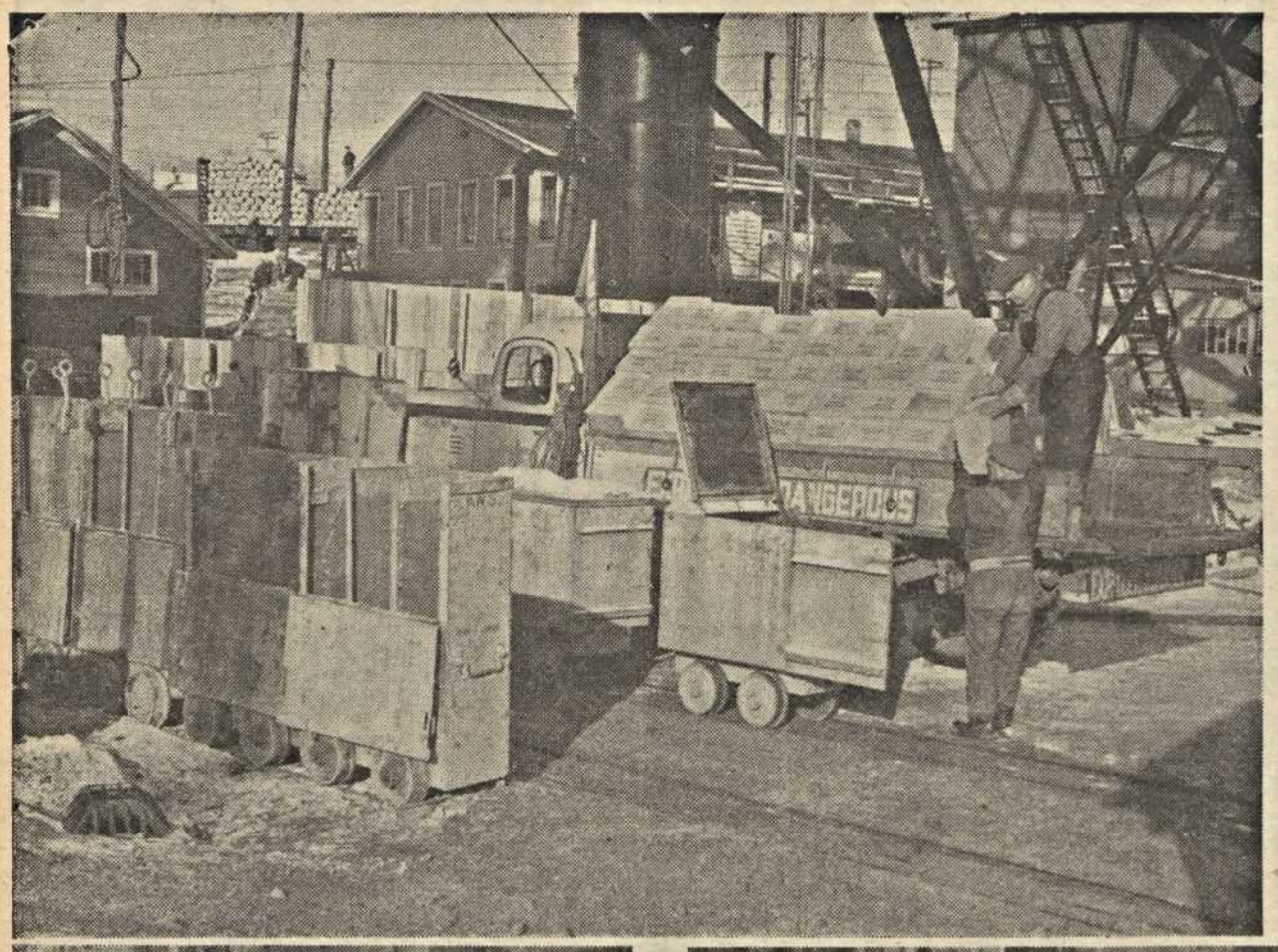
Once a week inventory of the underground magazines is taken and explosives for the following week are ordered. On powder day (Tuesday morning) the weekly supply of dynamite for the Butte mines is delivered in railroad cars to the warehouse. The delivery trucks which will transport it to the various mines are ready and waiting. "It's dynamite" is no joke to them and the utmost care is taken in loading the trucks with these boxes packed with dynamite. The boys have their own way of stacking the boxes in the trucks to prevent a single box from slipping or sliding around while en route to the mines. You can get a good idea of their method of stacking the boxes in the pictures on the opposite page.

The upper picture shows the truck at the railroad cars. The truck is driven as close as possible to the car so as to eliminate any unnecessary handling. That's Bill Kent on the truck and Bill Thomas handing him the box. Kermit Shifty, the driver of the truck, is looking on and watching the loading. All safety rules are observed in driving a truck loaded with dynamite. The truck swamper flags the truck driver through all the railroad crossings. The drivers all realize that when driving a dynamite truck no chances must be taken. The center picture on the opposite page shows the truck being flagged across the crossing by Bill Kent. The lower shot on the opposite page will give you an idea of how the boxes are tied to the truck to prevent slipping or falling off the truck. Even the truck is well marked to give a warning. Notice the danger flag on the truck as well as the danger signs.

The picture above shows the boys unloading the truck upon its arrival at the mine. That's Bill Kent on the truck and Russell Hodge on the ground loading the dynamite into the waiting powder crates. As soon as the truck with the dynamite enters the mine yard, all hoisting of rock ceases, and is not resumed until the powder is safely stored away. As you can see from the picture, both hands are kept firmly on the boxes. There's no slip-shod handling here.

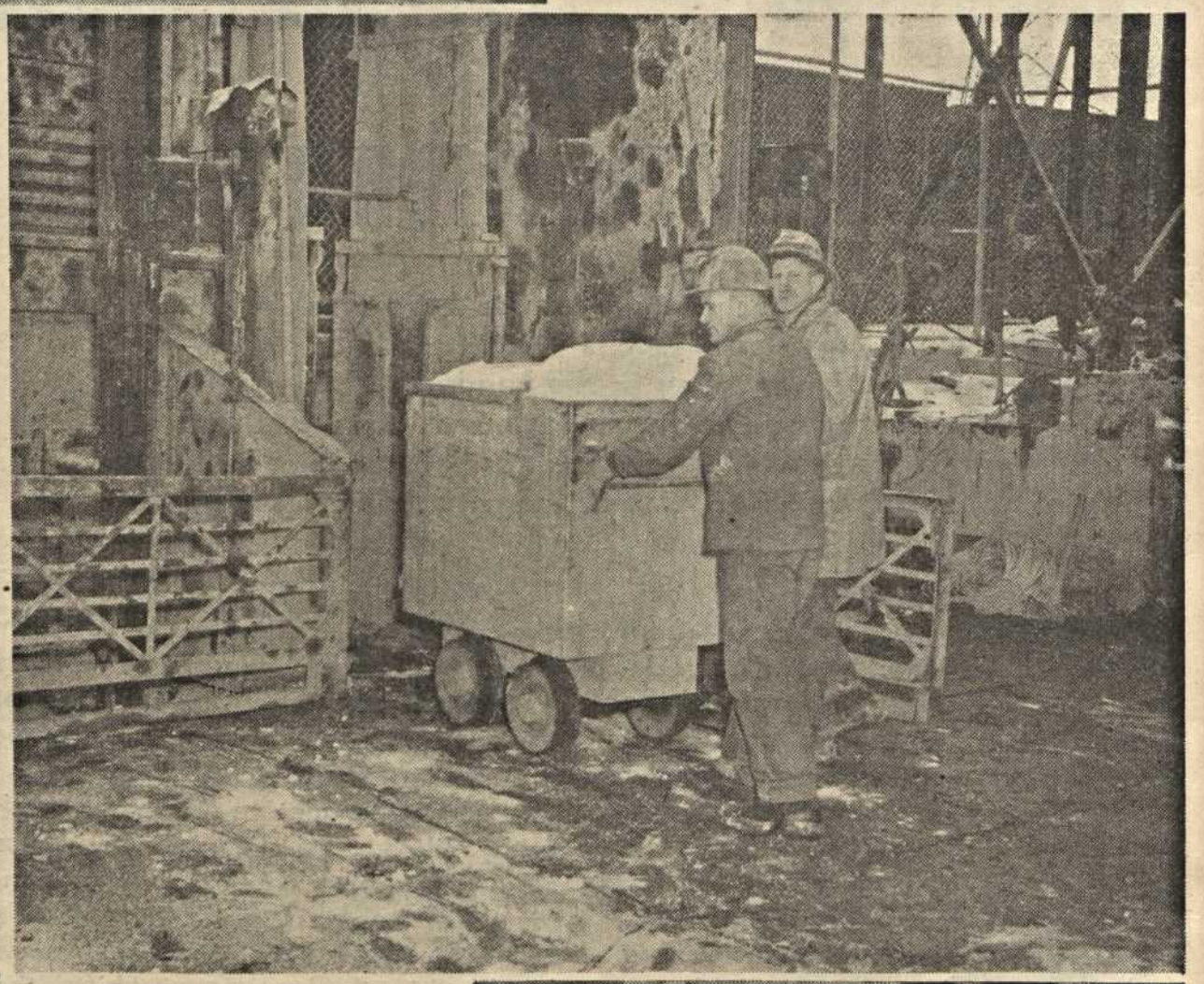
After the powder crates have been carefully packed in the powder crates, they are hand trammed over to the mine cage and carefully lowered underground. The powder crates are specially constructed with a wood lining so there will be no chance of a spark being struck from a protruding nail in a powder box. When the cage reaches the level on which the powder magazine is located, the powder crates are hand trammed from the station to the powder house. Upon arrival at the powder magazine it is unloaded from the crates and packed and stored in the powder magazine. On the next page the pictures will show you just how it is done. The dynamite has arrived safely and is ready to be given out to the miners as they bring their orders to the magazine to be filled for each job. In another issue we'll follow the powder right along with the miners.

It Goes Underground



DYNAMITE must be on hand underground when the boys need it in order not to slow up production. Every time a powder crate, such as James Rowe and Bill Kent are loading to the left, is delivered underground, it means another blow delivered to the Axis for it takes dynamite to get the very vital ore out and on its way to the Smelter.

TO the right Harry Martyn and James Nichols had to wait for the cage. In the picture above James Nichols and Joe Kranjac are caging the loaded crates ready to be lowered underground.



TO the left Bill Markunis is hand tramming the powder crate from the station to the powder house. To the right, Bill is unloading the powder and will pack it into the powder magazine.

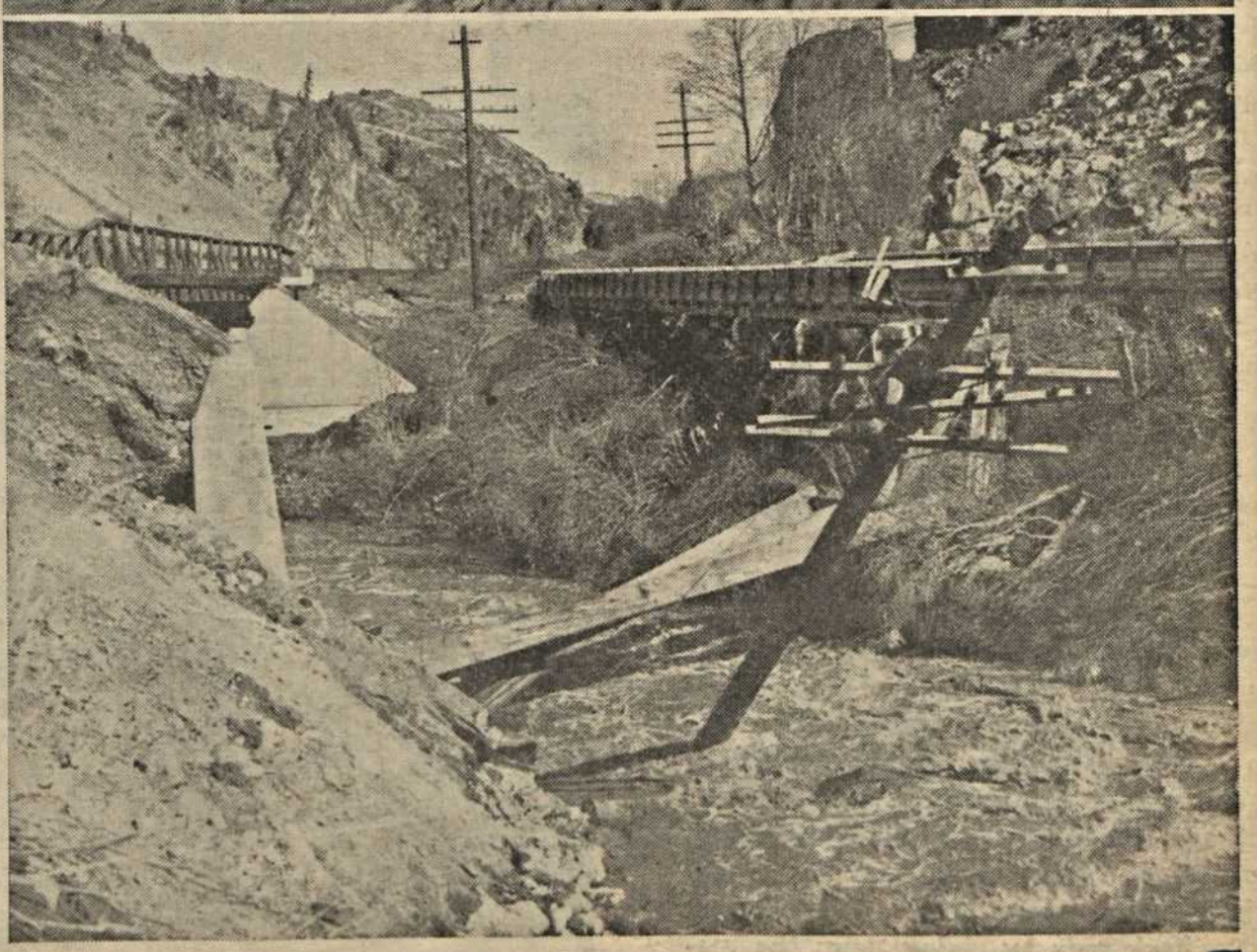
THREE CHEERS!

We say "THREE CHEERS" for these war-minded men who helped curb the flood. Quick to realize that nothing must stop the vital copper from rolling to the Smelter, it was an "all-out" effort on their part to repair the damage.

A TRULY serious crisis was nipped in the bud by the men working night and day in order that copper production would not be stopped. When the floods came, as a result of the Silver Bow creek overflowing, here's what happened, and how it was checked.

The first disaster was the breaking of the dike east of the Rocker Framing Plant and Mill. The operation of the mill is very essential in that it supplies the framed timber and cuts the dimension timber for the Butte Mines. Without this timber, the mines would be forced to shut down. When the dike broke, it flooded the basement where the drive motors are and also flooded the power plant, which put it out of commission. With only a few days' supply of timber on hand, if the plant wasn't put into almost immediate operation, there could be no ore mined. Knowing this, the boys worked night and day under the direction of F. C. Jaccard and his crew from the Mechanical and Electrical Departments, who planned the repairs and saw that they were completed as planned so that not a shift in the mines was lost. The upper picture shows some of the boys building a coffer dam around the break. They are, left to right, Nap Campeau, Bill Kambich, Ed Buckingham, John Jones, Rudy Richter, Walter Richter and Francis Peterson.

The second threat to production was caused by the flood washing out the B., A. & P. tracks for two miles, damaging two bridges and destroying one small bridge. You can get an idea of the havoc wrought from the middle and bottom pictures. Since the ore is moved from Butte to the Anaconda Smelter over B., A. & P. tracks, that meant the Smelter would be forced to shut down for lack of ore. But the Northern Pacific Railroad, the Milwaukee Railroad and the B., A. & P. all united their crews and it was "all-out" for copper production. The Union Pacific Railroad sent in their pile driver crew and material from Pocatello to rebuild the bridge. Copper ore cars were given the right-of-way over everything else and were moved over the tracks of the Northern Pacific between Silver Bow and Durant. Some of the Departments at the Smelter were closed down temporarily but a crisis was averted.



COPPER COMMANDO

The Official Newspaper of the Victory Labor-Management Production Committees at Butte, Anaconda and Great Falls

Plain Talk

MOST of us are accustomed by now to appeals from various sources for co-operation to win the war. Here on the COPPER COMMANDO we feel obliged to keep directing the attention of our readers to the necessity of doing a real job.

But our words, and the words of a lot of other editors, probably don't have the appeal or the steam or the meaning that a fellow like "Moon" Rogers can put behind a plea. A lot of you know Moon, because his was a familiar face in this mining area. Moon has dropped a note to Stan Babcock, president of the Butte Miners' Union, and for plain, ordinary, straight talking, Moon has us lashed to the mast. We like his appeal so much that we have put it on Page 2 of this issue, because we like you to get the dope straight from one of our own people.

For those of you who don't know Moon, and for those of you who know him well—these facts may be interesting. He was born in 1910 and has worked at the Mountain Con and other mines. He was a delegate to the national C. I. O. convention during his work here. He was a trustee of the Butte Miners' Union, a member of the Drum and Bugle Corps. He is a past president of the Eagles. He joined the Army in February, 1941, and was stationed at Ft. Lewis, Washington, until early after Pearl Harbor. He had two months patrol duty on the Pacific Coast and then sailed for a Pacific war location a few months ago. We understand he was reported missing at one time, but there wasn't anything to it—Moon always seems to keep bobbing up.

Moon is one of our boys who wants to get back again. War is no fun for him, nor for a million like him. War is a dirty, dangerous business.

There isn't anything selfish about Moon suggesting that we "keep the skips going;" he is just a human being who is risking his neck twenty-four hours of the day. We would like him back with us again, and we would like all our boys safe and secure once more in their homeland. But we don't get them back by simply wishing they were here. We can get them back only by giving them the materials they need to finish the job quickly.

Helping Uncle Sam

THE Government, as well as Great Falls, is going to be mighty proud this year of John R. Coulter's hobby. John's hobby is gardening. Last year his hobby may have been for the pleasure derived and as a way to cut down living costs and help the general food situation. This year his garden is a war necessity, and considering his success, it will be a real help to Uncle Sam.

For twenty-three years John worked in the mines in England, and he found real relaxation in his garden after a shift. As a reward for his untiring efforts to improve his garden, he was awarded a silver cup for the best kept and cropped garden in Hensingham, England. This was the championship medal awarded by Toogood and Sons, seedsmen to His Majesty the King. This was his start for a collection of several thousand awards.

In 1923 John came to Vancouver, Canada, and wanted to come on into the United States, but at that time there was "closed quota" on laborers. But because he was able to pass the Agricultural Board in Canada, he was admitted. He came directly to Great Falls and started to work the day he arrived in the Electrolytic Copper Refinery. Later he worked in the brick yards but was transferred back to the E. C. R. and has stayed right on there.

A man like John couldn't be happy without his own home and garden. In 1929 he bought a lot fifty by one hundred and fifty feet and on it he built his own home and immediately started a garden. He built a small greenhouse and that was the start of an award winning career. In 1932 he had an exhibit at the Montana State Fair and won ten blue ribbons for ten exhibits. The next year prizes were won on a larger scale, and the following year, 1934, he won a blue ribbon for the best display of vegetables in Cascade County and for eight years straight he won the championship prize for the best display of vegetables at the Midland Empire Fair at Billings, Montana. There isn't room to tell of all the awards won by John, but he has some two thousand ribbons collected since he came to Great Falls. Take a look at the picture at the bottom of the page and you can get a better idea of his collection.

John has always believed in sharing—not only his vegetables but his knowledge of growing them. He has been president of the Great Falls Vegetable and Flower Growers Club since he organized it in 1936. The Club has won six banners at the Montana State Fair for the quality of their exhibits. In 1936 he started helping the 4-H boys and girls. They have won Gold Seals each year for outstanding achievements. Five are considered the quota for any one Club, but they have fifteen as well as some one hundred awards. John says: "I try to teach them to select exhibits after they have grown them and they are equally successful." Last year the 4-H Victory Garden Contest was won by them one hundred per cent. There were twelve 4-H Victory Club Pins given the Sunshine Garden Club, the members of which range from ten to eighteen years of age. Two of the boys went into the National honors and got a purple ribbon and a banner for the Club.

We think he's doing a real service not only for his country but for the youth of Great Falls. He's entered our Victory Garden contest and has promised help to any other entrants. John's slogan for 1943 is "Raise vegetables and help win the war."

"Flying Box Cars"

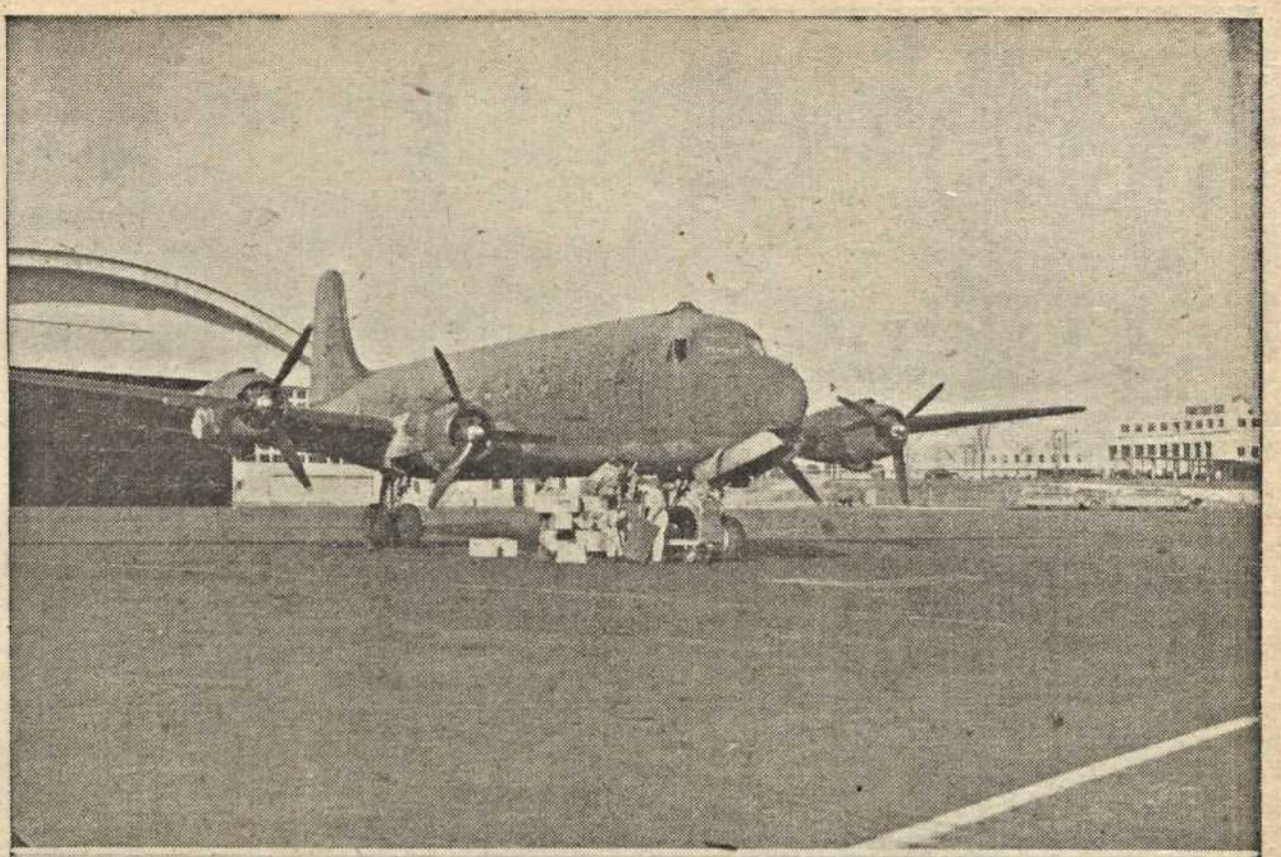
A few years ago we'd have been staggered by the sight of a "flying box-car." Today it is an essential in carrying equipment to vital war zones, and doing it quickly

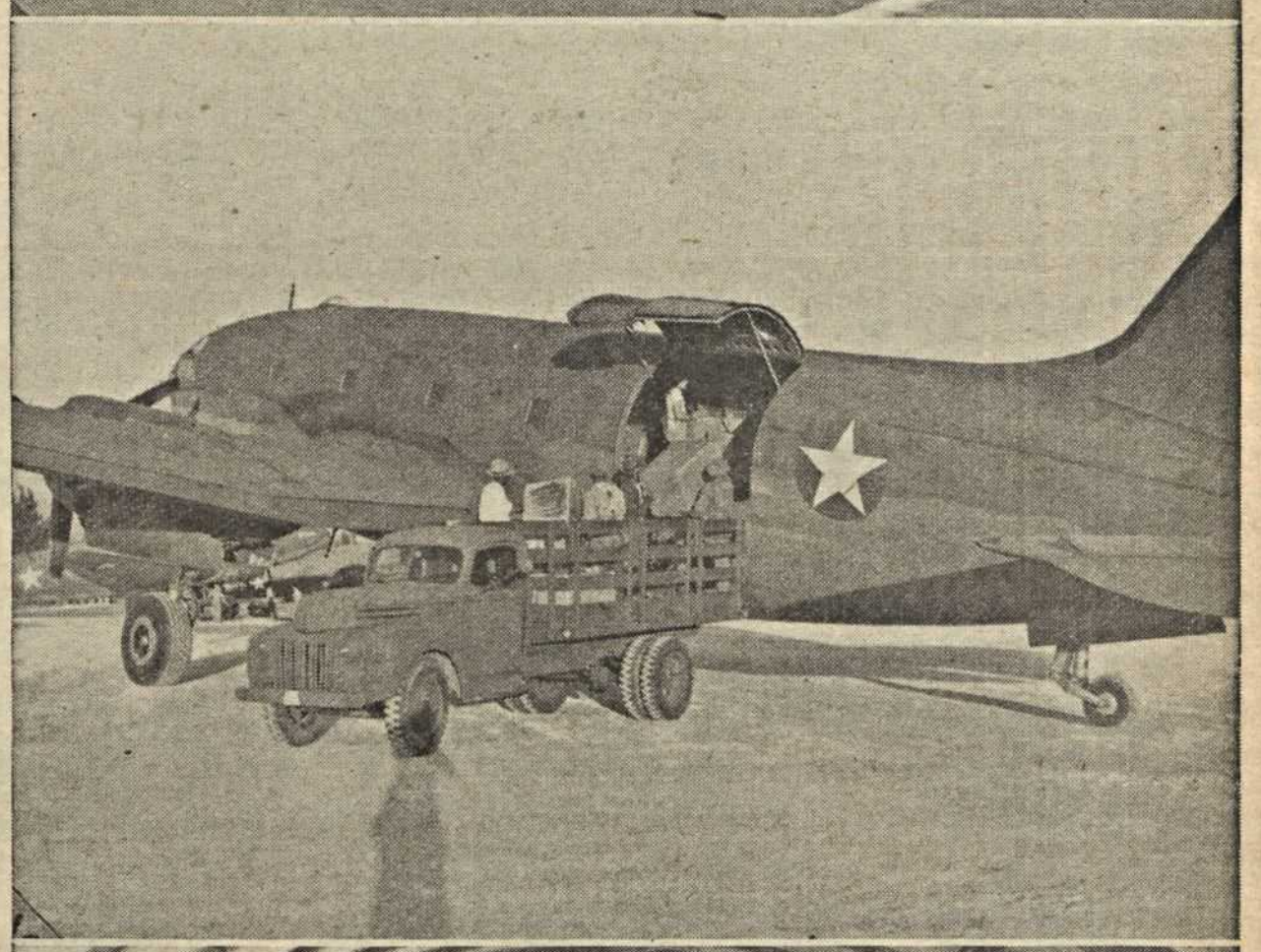
THE creation of the Air Transport Command in the Army Air Forces, along with the Army Air Force Service Command and the Navy Air Transport Service, will leave a lasting mark not only in winning the war, but in future repercussions as the forerunners of commercial operations by American flag carriers on all World routes after the war. Worked out by the Board of Economic Welfare, and Army and Navy authorities, the Transport Command is by far the largest air transport project ever undertaken and its possibilities for the Post-War World are practically unlimited. What is happening now and plans being advanced, will largely shape the course of future American international operations.

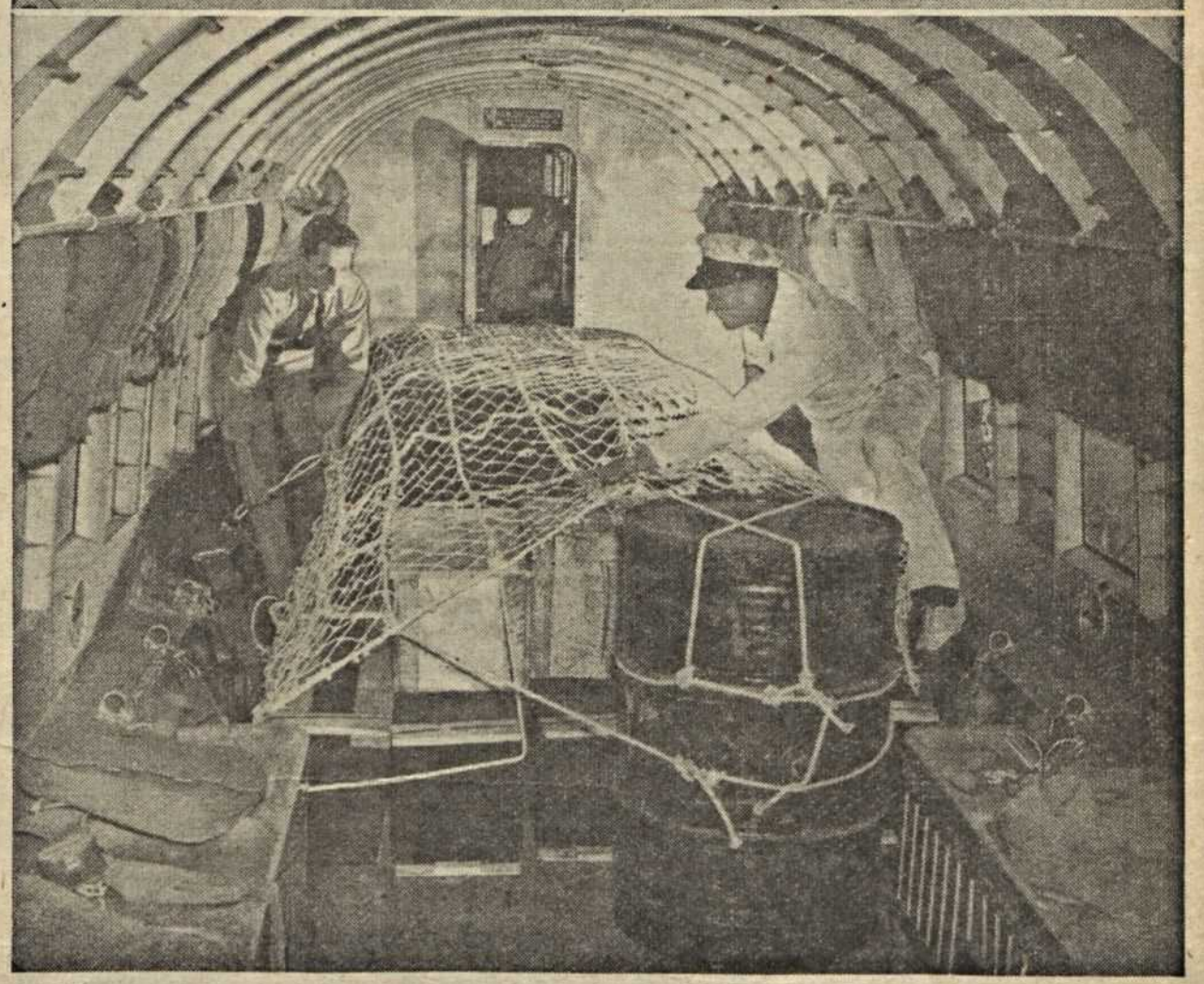
The Air Transport Command, with its daily schedules of hundreds of flights, is ferrying airplanes to training centers within the United States and to all the fighting fronts overseas, and carrying freight, mails, personnel and urgently needed materials of war to all fronts. Returning, the planes bring back ferry pilots and freight, such as quinine, platinum, chrome, tin, tungsten, balsa wood and mica, strategic materials badly needed for the war effort in this country. Block mica, essential to the manufacture of certain aircraft parts, has been flown from India. Bristles needed by the Navy and silk for parachutes, have come by air from the heart of China. Beetles were transported from the Fiji Islands to Honduras to check a root weevil attacking hemp in an experimental plantation.

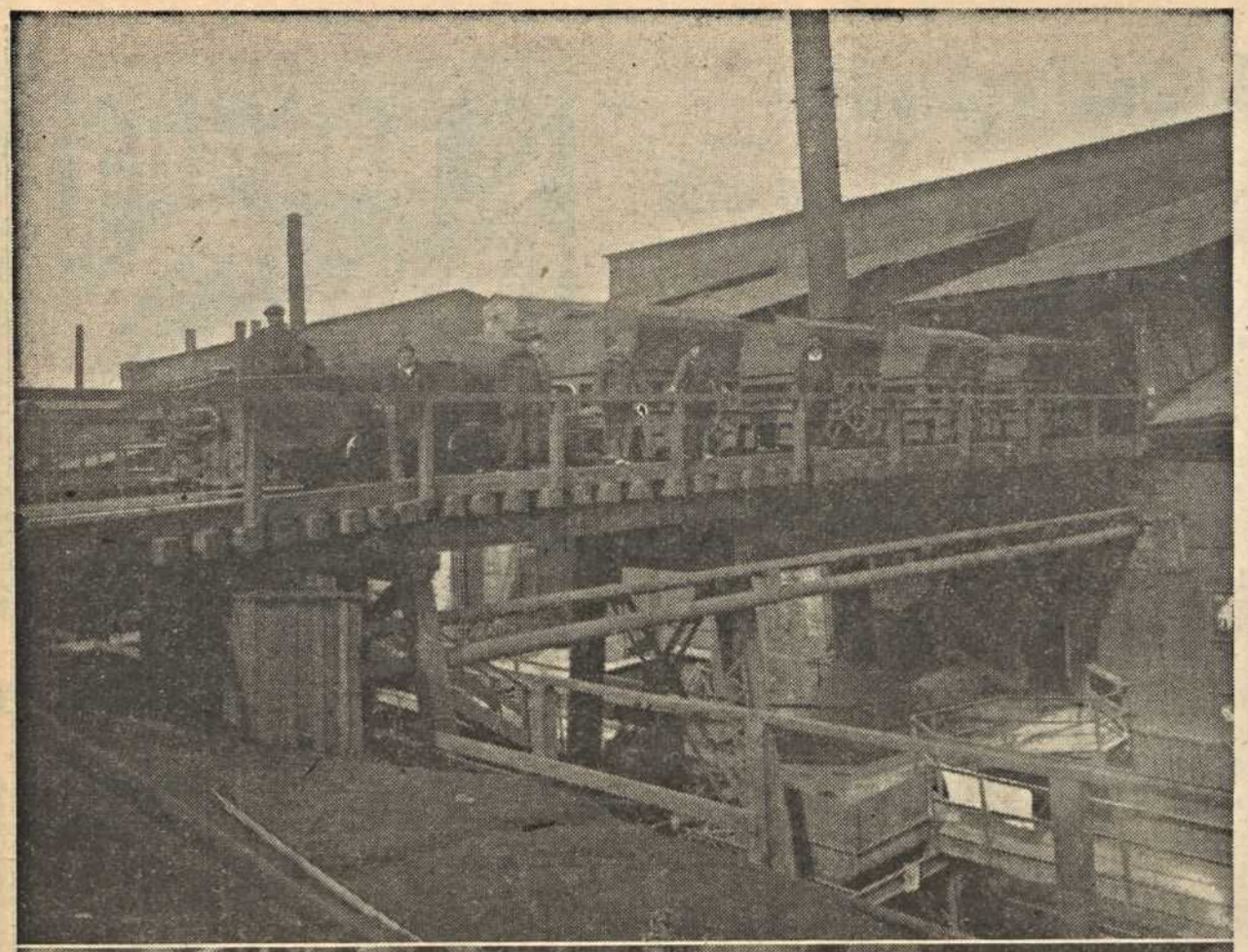
Another example of the splendid work being done is: General MacArthur needed not long ago 5,000 pounds of small parts for airplanes. Within two days and 14 hours after the parts were assembled on the Pacific Coast, a transport airplane of the Air Transport Command landed in Australia with the parts.

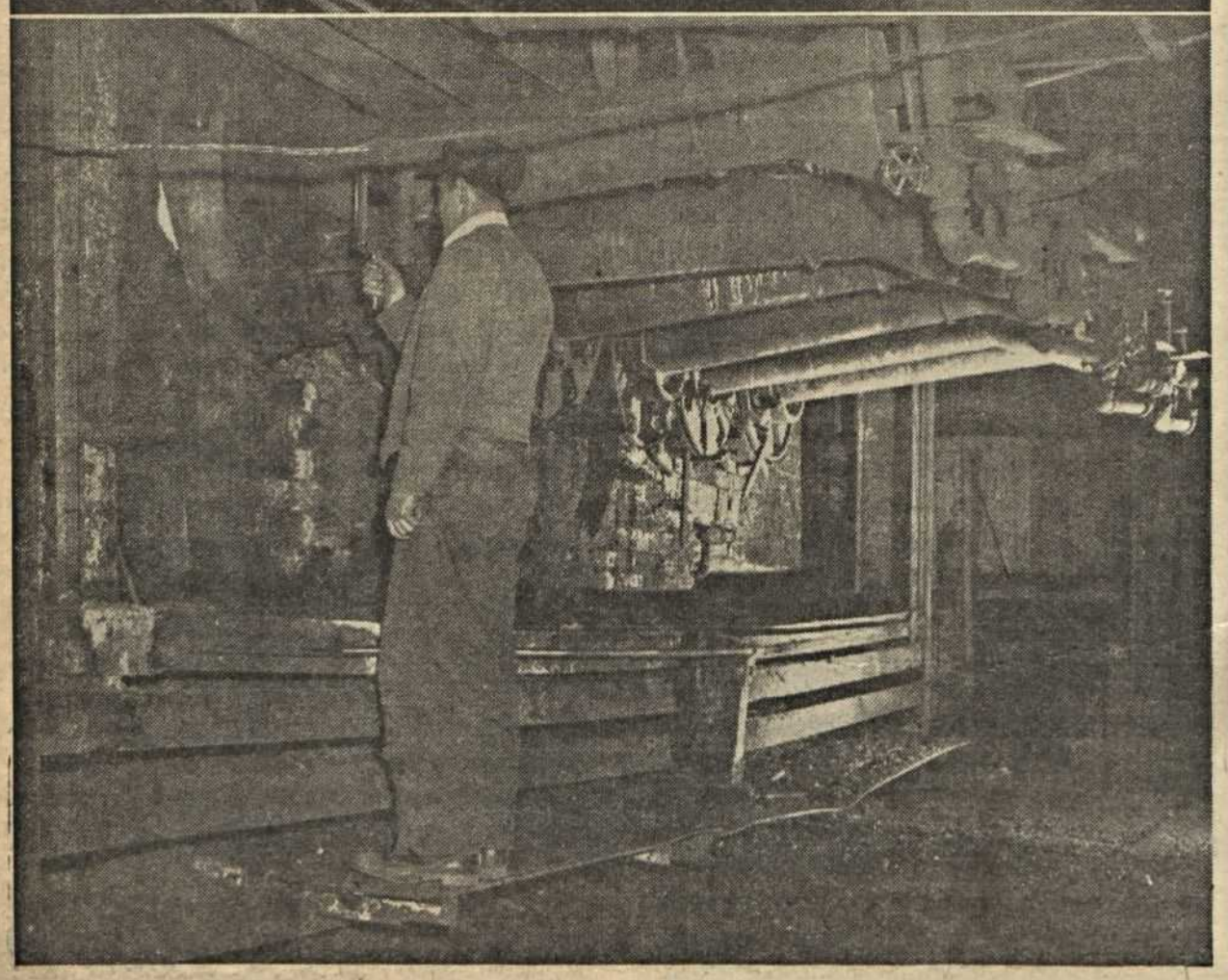
Recently, Secretary of War Henry L. Stimson, in the name of the President of the United States, cited a Troop Carrier Group, Army Air Forces Transport Command, for its outstanding accomplishments in flying troops and supplies into battle areas in the Southwest Pacific and evacuating wounded by air.











Matte Matters

Like separating wheat from chaff are the two major operations in the whole reduction process at the Smelter at Anaconda. You know about the first operation in the Concentrator Department. Now let's take a look at the second major elimination of impurities which is in the smelting furnaces.

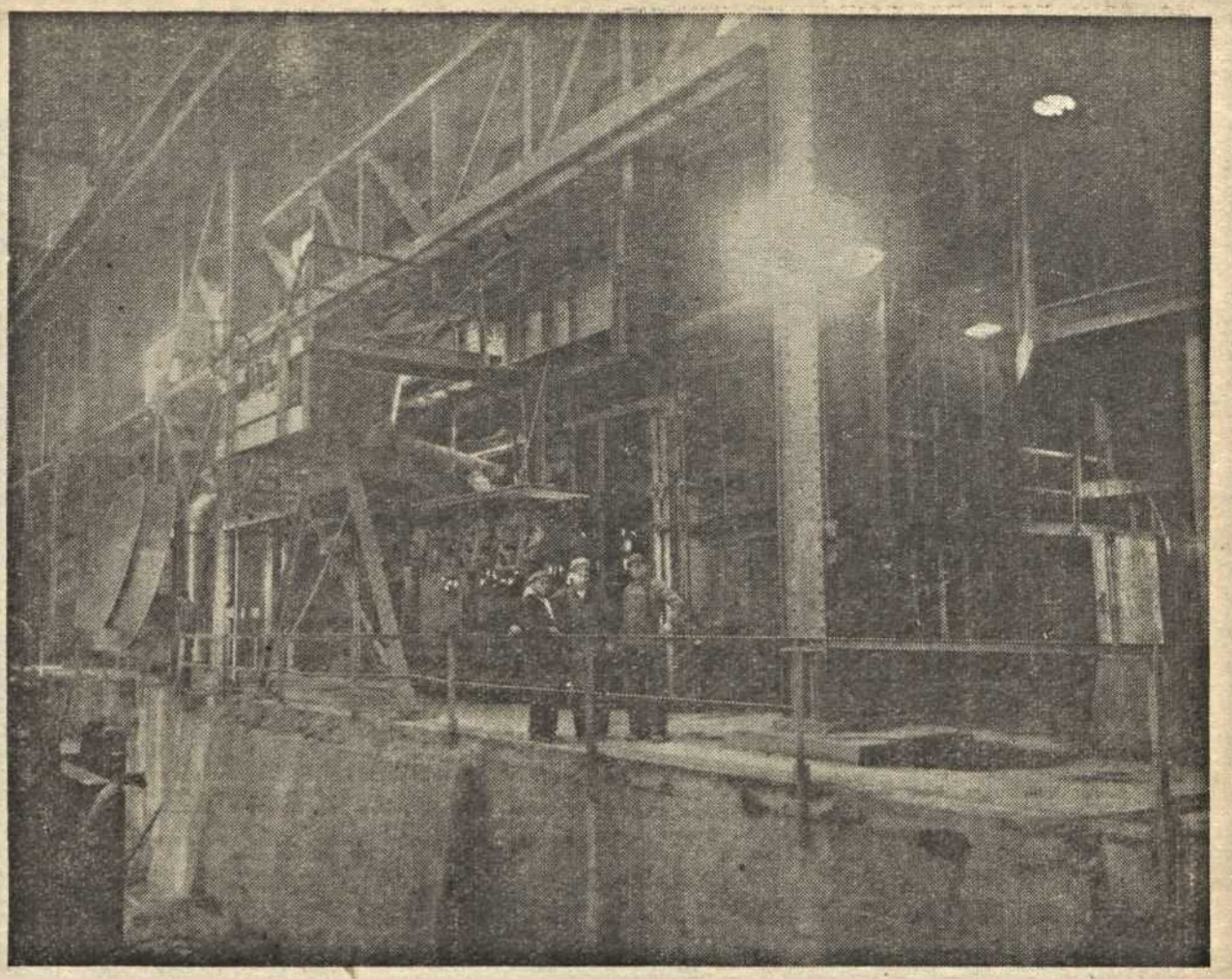
THE upper left picture shows a calcine train such as we left in a previous issue loaded with the roasted concentrate, known as "calcine." The calcine is transported red hot in these specially constructed cars to the Reverberatory Furnaces. Here the boys have just dumped the hot calcine into the Reverberatory Furnaces to be smelted. Smelting produces two products; one a valuable combination of copper, iron and sulphur, together with any precious metals present, which is called matte, and the other, a combination of impurities called slag, which is discarded.

In the above picture of the calcine train that's Edward J. Olson, engine man, and Albert I. Hudson, switchman, next to him. They're the men who ran the loaded cars onto the furnace charge floor and pulled them out when they were dumped. Next in line is Pat O'Donnell, who is charge foreman, and he's the one who sees that each furnace gets its proper charge. Next to Pat are Dixie LaHood and Louis Pinocci, who "dumped" the calcine. On the right is Emery Dziak, the furnace "skimmer."

The Reverberatory Furnaces at Anaconda are about twenty-three feet wide and one hundred thirty-four feet long, inside dimensions. They are primarily melting furnaces, in which the temperatures vary from 2500 degrees to 2700 degrees Fahrenheit. They are fired by

natural gas. Each furnace consumes nearly 3,000,000 cubic feet of gas each twenty-four hours. The purpose of these furnaces is the resulting matte which is the mixture of copper, iron, sulphur and other precious metals. However, the slag, which is a combination of impurities and is discarded, is the cause of the greatest concern. If the slag is right, the matte is bound to be right. The proportioning of slag-forming constituents requires some careful planning. The objective is a mixture of silica and iron which will fuse readily into a liquid mass and contain a minimum of values.

The final separation of the matte and slag is purely mechanical, the matte being heavier than the slag settles to the bottom of the furnace and the slag floats on top of the matte. Unless the slag is liquid and of a suitable character, however, the small particles of valuable metal cannot sink through it and separate from it. That's the reason they watch the slag so carefully. The liquid slag is skimmed off the top of the matte as in the middle left picture on the opposite page and runs



into water where it is granulated and then it goes to the big black slag pile north of the Smelter. In the picture Emery Dziak is holding the bar to cut the skimming bay down and Z. J. "Whick" Whicker is getting ready to drive the bar home with the hammer. Ray Patterson, whose job it is to watch the steam boilers on this furnace, is looking on.

In the opposite page lower left picture Frank Hart is looking into the furnace to see if it needs charging. Edward Walsh is adjusting the gas burners on the burner end of the furnace in the upper right picture on opposite page.

The upper picture shows the business end of the Reverberatory Furnace where the large gas burners are and where the molten converter slag is poured into the furnace. It's here too that the molten matte is tapped out. Marion Kenfield to the left of the picture is the "skimmer" on this furnace and it's up to him to see that it is charged when and where necessary. He oversees and helps on the skimming of the slag and tapping of the matte, too. Gene Sovereign and Nick Roles are Marion's helpers. Their big job is to tap the matte and shut off the tap hole when the matte ladle is full. In the center picture Joe Straniere is tapping out the matte and in the lower picture Gene and Nick have just opened the tap hole on their furnace. The ventilating cover was raised off the ladle to give a better view of the matte stream running into the ladle.

The separation of matte and slag on a large scale operation is not perfect, of course, and a small amount of copper is lost with the slag. The matte, which is the concentrate from this operation, and is a mixture of copper, iron, and sulphur, together with the precious metals contained in the ores, is tapped out periodically and hauled, molten, in the ladles, as you see in the lower picture, to the converters, where a further concentration of values is made.

Badger Wins

The "No Injury" Pennant was Won by the Badger State Mine for the Month of March

First Row: John Gaul, Fred Angove, Floyd Massey, William Murphy, William Thomas, Richard Heath, John Stevenson, Chester Judd; Second Row: Joe Lowney, Marcus Davis, Shirley Lott, Jabez Williams, Thomas Murray, Lyle Holling, H. E. Gibson, Henry Webster, Clarence Ballanger; Third Row: Frank Kneebone, Dominick Bontempo, Ted Davis, Wallace Reynolds, John Gately, Archie Harris, Arlie Williams, Frank Kunst, Ed Richards, Earl Paffhansen, Allen McCarthy, Joseph Webster, John Eathorne; Fourth Row: Joseph Cavanaugh, Dale Benson, Earl McGregor, Joe Kotze, Arthur Carylon, Dan Harrington, Jack Holland, Dennis Byrne; Fifth Row: John O'Neill, Charles Wathen, Ray Hoyt, William Davis, Stanley McLeod, David Hodell, Roy F. Bybee; Sixth Row: Thomas Kelly, John Haskins, Kenneth Phillips, Erick Johnson, Andrew Hislop, Joe Hosking, Harold J. Walsh, Frank Clemo, Joe Lynch, Americo Marchioro, Charles Mooney; Seventh Row: John Holden, Lloyd Thompson, Wayne Cowan, A. E. Adami, Jr., Howard Byrnes, Dan Harrington, Lawrence Johnson, William Louka Jarvi, Raymond Cook, Hans Mo, Frank Tokin, Frank Davis, Charles Harris; Eighth Row: Arthur Hendrickson, William Cawley, Frank Atrostic, Adam Truckley, Albert West, Harry Leonard; Ninth Row: Tom Bennett, James R. Uncles, J. L. Cooksey, Alex McInnis, Ray Barbarino, John Wilkinson, John Harrington, Arthur LaPoint, John T. Mullaney, John Sullivan, Chester Judd, Jr., Fred Meier, Charles Ornsby, William Matthews and William Kendall.

First Row: William K. Lyle, Sidney Knapp, Woodrow Schrader, L. S. Cook, Dennis Murphy, Chester Rickard, Cecil Pascoe, George Pascoe; Second Row: William Sexton, Albert Savella, Eli Lehto, Leonard Phillip, Frank Palfey, Vincent Chazer, John W. Holmes, Mike Ralchesky, Joseph Dean; Third Row: Garnsmoot Riddle, Nate Odle, Alex Siladi, Arthur Stagnoli, Walter Bolton, Maurice Ralph, James Gately, Frank Rock, Donald Noakes, Vance Cornish, Freeman Nethken; Fourth Row: Nick Simon, John Lyons, Peter Bugal, Aidrew Chornuk, Dan Friez, John Noal, Joe Northey, John Niemi, William Gurski, F. B. Standley, Adolph Baker, Clarence Sweet; Fifth Row: Victor Maguire, Martin Spritzer, Frank Spritzer, Elmer Johnson, Julius Manifest; Deward Green, Richard Hansen, Mike Pitese, Leslie Williams, Carl Hoffman, Robert Toole; Sixth Row: Berge Herigsted, Aslak Johnson, Edward Olson, William Northey, Thomas Chapman, John McBride, Leland Larson, Jalmer Isaacson; Seventh Row: Ray Sutton, Louis Gorshen, Marty Regan, Warren Maki, Marshall Fulford, Al Ruch, Erick Smith, Fay Rumsey, John Dick, Fred Meiers.

First Row: Thomas Strike, Roy Carlyon, William Bailey, Edward Bugal, Harry Gill, Thomas Vincent, Stanley Colenso, Andrew Weldon, Hans Hansen, Morris Alesc, Willie Johns, James Olds, Matt Stonick; Second Row: George Myott, William Stephens, John Grandovic, Walter McGillan, Charles Hoerning, Walter Phillips, Roy Christianson, William Buckley, Adolph Cuny, John Gheitti, Daryl Dickirson, Ray Phillips, Charles Elder; Third Row: Percy Tretheway, John Maff, Thomas Kindred, William Carlyon, Harold Bybee, Al Rienschmid, Andrew Pitch, John Fitz, Claude Roper, Weldon Regan, Julius Sykoski, Pat Callahan, John Toomey, Warren Coble, John McCoy; Fourth Row: John Novak, Evier Peterson, John Nord, William Hafstrom, William Wiser, H. Purdue, John Connors, Al Carabin, John Tomazich, Jack Phillips, Joe Pagnocco, John O'Mera, Claude Fitchner, Reynold Mattox, John Bolton, Vic Sevsek, Otto Nelson, Francis Burns, William Delancy; Fifth Row: Sid Hoar, William Cunningham, Seth Nickerson, John Phillips, Ray Calderwood, Albert Maunder, Ed Nelson, Loran Shepard, Melvin Ferren, Thomas St. Marie, Matt Caddy, Fred Christopher, John Sharkey, Bob O'Brien, Hiram McCollough; Sixth Row: Joe Riley, Caspar Moen, William Leibel, Harry McGillian, John Coll, Dan O'Neill, Sid Knapp, Matt Mollek, Frank Chickey, Charles Kryzanoski, William Hickey, John Gronley, William Collins; Back Row: Harry Temby, Milo Janovec, Joe Tomazich, George Wyatt, John Woolcock, Mike Kenny, William Olds, Hartley Webb, Thomas White, Alva Heater, Ray Davies, Dan Harrington, Peter Neilson.

SINCE 1930 the A. C. M. Bureau of Safety has awarded, each month, a green safety pennant to each mine whose total lost-time injury rate did not exceed six per 10,000 shifts. The terms of this award have now been changed, and the award is now given to those mines in which the injury rate does not exceed the all mines average.

In 1940 a green striped pennant was awarded to those mines in which the lost-time injury rate did not exceed four per 10,000 shifts. This has now been lowered to three per 10,000 shifts, and a white pennant with the National Safety emblem of a white cross on a green circle background was offered to the mine which operated a full calendar month with no lost-time injuries. The Badger State Mine was awarded the white pennant for the month of March, 1943, in which there were no lost-time injuries.

We congratulate the men of the Badger on this achievement. It not only signifies their freedom from the suffering and loss due to accidents, but it also shows their patriotic support of our armed forces by eliminating absenteeism due to accidental injuries.